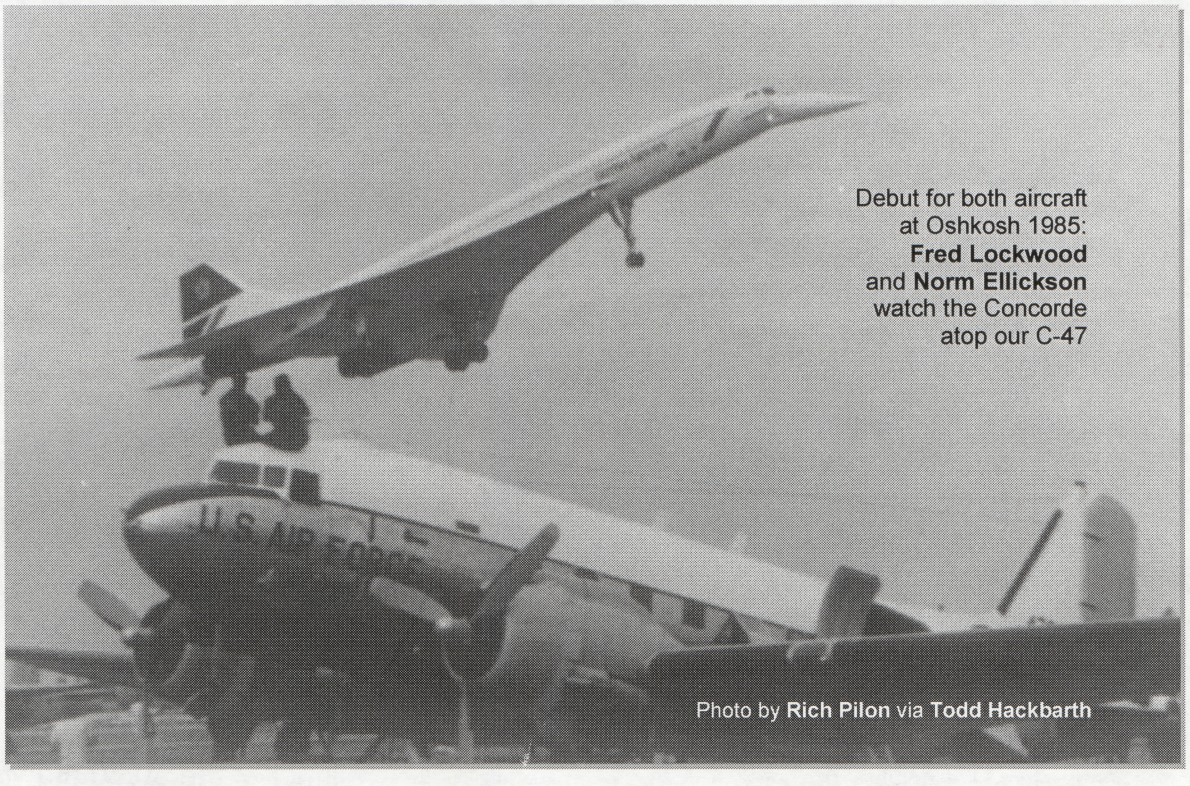
The Newsletter of the Yankee Air Force

What's happening in and about the-
YANKEE AIR MUSEUM

Hangar Happenin's

December 2003

100TH ANNIVERSARY OF POWERED FLIGHT



Debut for both aircraft at Oshkosh 1985: **Fred Lockwood** and **Norm Ellickson** watch the Concorde atop our C-47

Photo by **Rich Pilon** via **Todd Hackbarth**

Election Results		Page 3
A Color Full Day	by Roger Peterson	Page 5
Better Late Than Never	by Jeff Haddick	Page 7
Golf War 2003	by Dave Steiner	Page 8
National Air Tour	by Dave Steiner	Page 10
Deutsche Danke		Page 11
The Room 216 Report	by Jon Stevens	Page 12
YAF Jacket Mail Order Form		Page 14
Connie's Corner	by Connie Kosek	Page 15

Join us on the web: www.yankeeairmuseum.org

Yankee Air Force, Inc.
d/b/a Yankee Air Museum
A Non-Profit Organization
501(c)(3)
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Belleville MI 48111

Hangar Happenin's is the monthly newsletter of the Yankee Air Force.

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1919 - 2000

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MEETING SCHEDULE

1st Wednesday of Month - 7:30 PM
General Membership
All Members & Guests Welcome

2nd Wednesday of Month - 7:30 PM
Flyable Aircraft Meeting
Everyone Welcome

3rd Wednesday of Month - 7:30 PM
Board Meeting
All Members Welcome

4th Saturday of Month - 10:30 AM
Staff Meeting
All Department Chairs & Managers

MUSEUM HOURS

10 AM - 4 PM TUESDAY - SATURDAY
12 NOON - 4 PM SUNDAY
CLOSED MONDAYS & HOLIDAYS

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Visitors to our Museum
during **October 2003** were from
26 of our United States,
Washington D.C.,
England, Qatar, Germany,
Australia and Canada

PAST DATES OF INTEREST

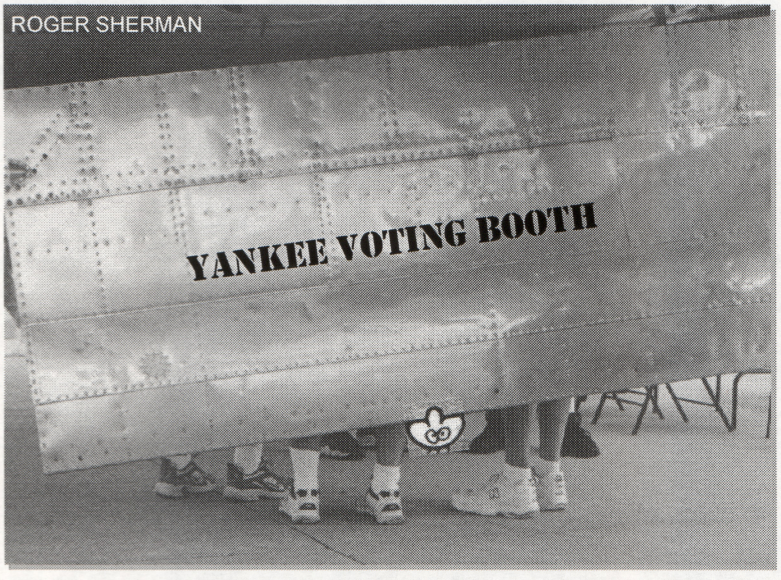
* * * * * * * * * * * * * * * * * *

7 Dec 1941	Japanese attack Pearl Harbor, Hawaii
9 Dec 1941	1st US bombing mission of WW II: B-17s bomb shipping near Philippines
11 Dec 1914	Radio messages received over 10-mile distance by US Army airplane
15 Dec 1964	1st AC-47 enters combat in Vietnam
17 Dec 1903	**Orville and Wilbur Wright make first powered flights**
17 Dec 1993	YAF Wurtsmith Division chartered
20 Dec 1941	*Flying Tigers* take action against Japan
20 Dec 1989	F-117A Stealth Fighter first used in *Operation Just Cause* over Panama
22 Dec 1964	1st flight of SR-71 Blackbird
28 Dec 1948	12 USAF pilots rescued from Greenland ice cap by C-47 using rocket boosters
29 Dec 1988	1st F-15E delivered to USAF

* * * * * * * * * * * * * * * * * *

Winner of the 50/50 drawing
at our November meeting was
BOB PILZ
who donated his winnings
to our C-47

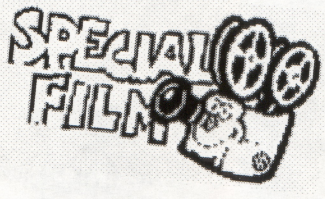
To contact Hangar Happenin's
E-mail: **hangarhapps@yankeeairmuseum.org**
Phone: **(734) 483-4030 Ext. 219**

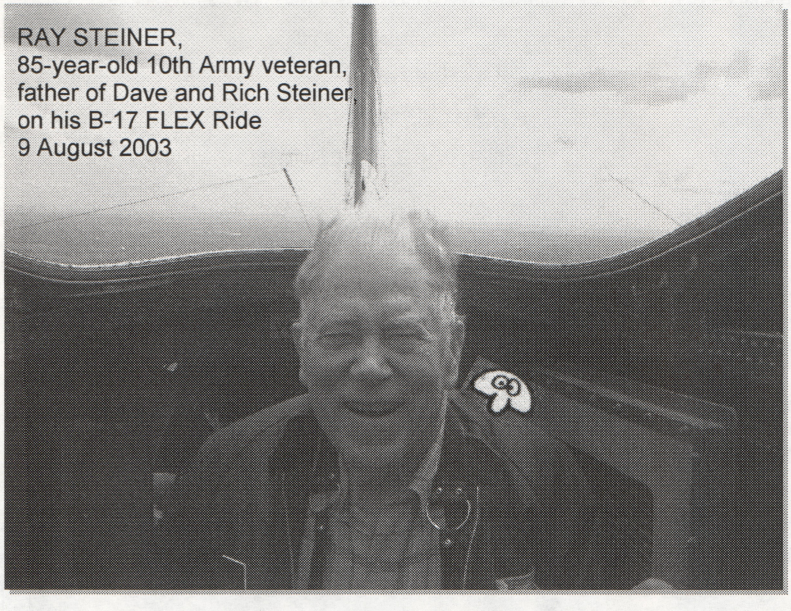


Stay Tuned For Coming Attractions !

Gregory Peck
starring in
Twelve O'Clock High

Details in next month's
Hangar Happenin's




RAY STEINER,
85-year-old 10th Army veteran,
father of Dave and Rich Steiner,
on his B-17 FLEX Ride
9 August 2003

YOUR VOTES ARE IN

Summary of the Election of 2003

1840 ballots were mailed out
691 ballots returned
49 were invalid
19 were late
12 were blank

Elected were:

PRESIDENT
Jon Stevens

VICE-PRESIDENT
Dick Stewart

DIRECTORS
William S. Colwell
Bill Hanney
Brian Higgins
Andrew Robinson
Dave Steiner

All of the 22 proposed bylaw changes were approved.

The Election Committee Chairman was **Alexander Scotford**, Board Representative was **Daniel Tomczak** and election workers were **Mike Cayley**, **Dan Cojocar**, **Bob Pilz**, **Mary Ann Cripps** and **Evelyn Rouse**.

Apologies from Miss Pellings!

In our November 2003 issue the first handsome pilot in the photo on page 6 is

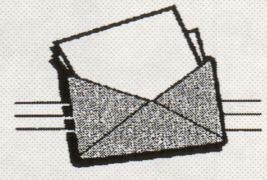
RON RESER

ARE YAF MEMBERS SPECIAL OR WHAT?!

Fred and I would like to THANK all the special members for their many Get Well cards, thoughtful calls, prayers and expressions of concern from everyone after my total hip replacement, left side this time. We believe it is healing as remarkably as the right side did! I have been out to the hangar twice since surgery September 19th, but I didn't see everyone yet! **Bob Sloan** will be relieved when I put away my "Pity Stick" (cane)! It wasn't working anyway, Bob! A special thanks to **Barret Vance** and **Casey Hines** (who obviously have heard of Fred's culinary skills) and brought a delicious lasagna casserole with garlic bread and "destructions" for Fred to heat for dinner one night! Saved my life again.
Thank you so much, guys and gals!

Sincerely,

Nancy Lockwood
#133 WR



Thank you for allowing our Corvette Club members and their cars to pose with your aircraft on Sunday, July 27, 2003.

The young man who took us on the tour of your museum and facilities was very informative and helpful, and we would like to thank all the staff there who were so friendly and full of information!

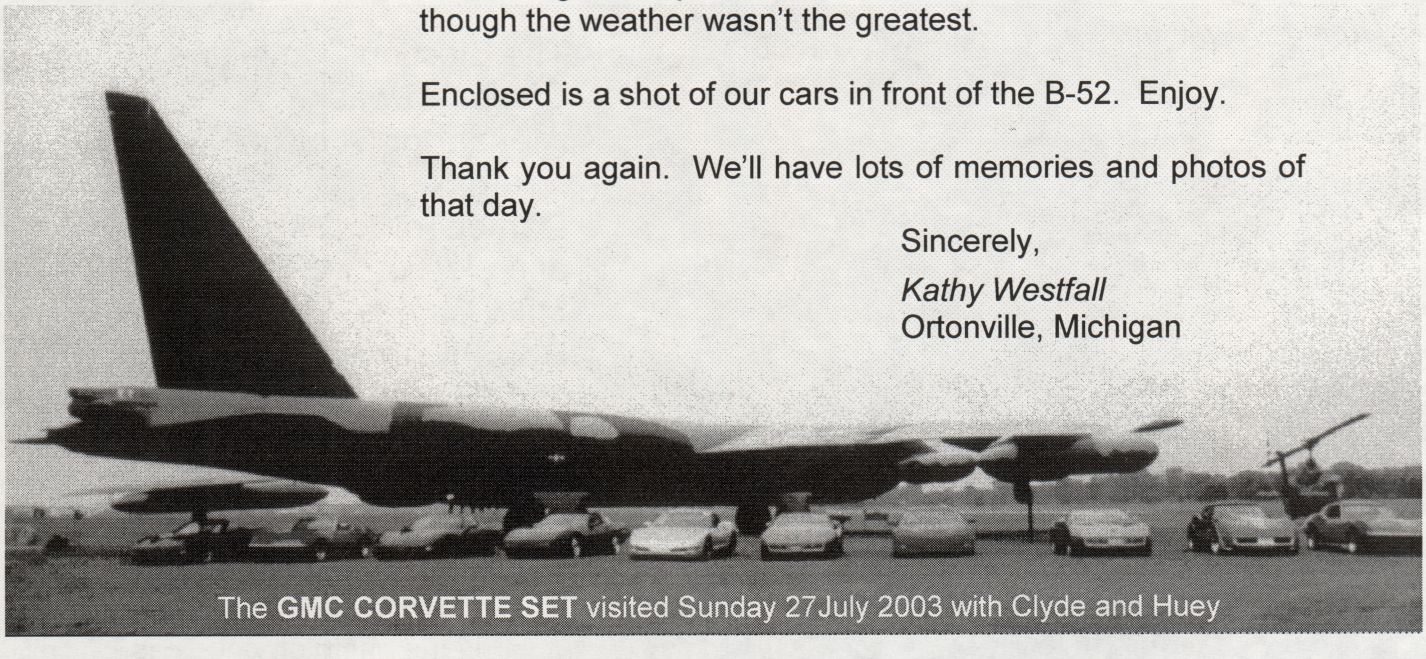
It was a great experience for all of our club members even though the weather wasn't the greatest.

Enclosed is a shot of our cars in front of the B-52. Enjoy.

Thank you again. We'll have lots of memories and photos of that day.

Sincerely,

Kathy Westfall
Ortonville, Michigan



The **GMC CORVETTE SET** visited Sunday 27July 2003 with Clyde and Huey

A Color Full Day

by
Roger Peterson

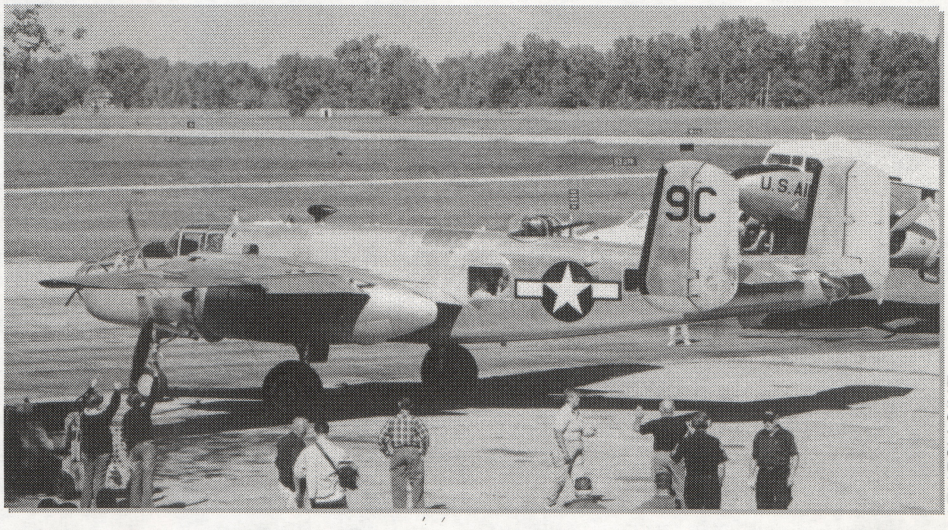
Brrrring! It's 0600 (6AM) on Saturday, October 11. The alarm is ringing and my wife grumbles about it going off so early on a weekend. But, I've gotta get up! I have a reserved seat on today's Fall Color Flight in the YAF's B-25. Departure time is scheduled for 0900 and I have to get up, shave, take my morning medicines, eat, and get to the YAF hangar.

Out the door at 0730. Ohh, ooh, it's foggier than all get out outside. Nevertheless, on to Willow Run. Initially traffic is moving very slow but as I get closer to Willow Run things start to look a little better, the fog is thinning, maybe it'll burn off pretty soon.

Okay, we're at the YAF hangar and it's only 0830. The B-25 is out on the ramp but there isn't any activity around it. Locate **Ken Chio** from the "25" crew and he says that given the purpose of the tour (to see the fall colors) the fog along the route to the North is still too thick to allow us to go. Might as well go to the Dog House for a cup of java. Get one and dedicate it to the weather gods in the hope they'll see what they can do about providing some CAVU conditions: ceiling and visibility unlimited!

Time passes, it's nice and clear at Willow Run, so I decide the java offering must have worked. Find Ken again but he says that while Willow Run is fine, it's still foggy to the north so we're still holding. Think about this and decide that maybe the weather gods only have regional authority so back to the Dog House to make another offering. Not knowing what the exact division of authority among the upper levels might be, I decide to play it safe. I dedicate this cup of java to <u>all</u> the weather gods of Michigan.

All right! It's 1245 and we're told that departure time is here. Everybody heads for the plane. Our flight crew will be **Tony Hurst** (Pilot), **Eleanor "Elly" Stager** (Co-pilot) and **Ken Chio** (Flight Engineer). Seven intrepid YAF members, including yours truly, are ready to serve as "intelligent ballast." We're loaded aboard, one rider in the nose, the remaining six of us in the rear. Ken gives us an introduction to our areas, and an explanation of the headsets and the intercom controls. He then closes the floor hatch and takes his station in the flight deck.

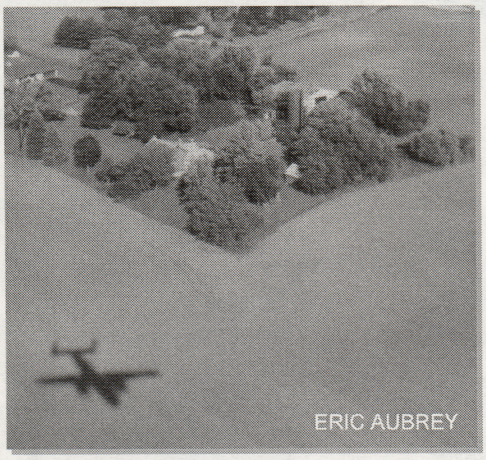


ERIC AUBREY

Our B-25D Yankee Warrior, sporting its new glass nose, ready for a Fall Color Flight

Engine start! I'm in the aft seat and have access to a hatch on either side of me. I have opened the hatches to listen to the start-up and it's great listening to those old R-2000s coming to life. To add to our pleasure, the B-17 is also starting up and getting ready to leave for a Flight Experience. Time to close the hatches and put on the headset to listen to the radio talk. Get to hear a really neat conversation. There's a single-engine Luscombe just landed and taxiing toward our side of the airport. It's on the taxiway leading past the YAF hangar and we have to wait for him to get clear. He's talking to ground control in a rather nervous voice, his transmission roughly as follows: "Ground, this is Luscombe XXXX. I could use some help here. There are two bombers firing up ahead of me and I'd like to know how to get by them." Ground assured him that he was fine, to continue on past us to get to *AV Fuel's* parking area. It's a reminder that we're so used to our "birds" we can easily forget how strange and big they can seem to others. While we're waiting for the Luscombe to pass, our flight crew takes advantage of the delay to do our engine run-ups and pre-takeoff checks. As they finish these steps, the Luscombe is clear and we are cleared to taxi.

Onto the runway and power is on. What a kick! This beast can move! Gear and flaps up and cleared for a turn to the north. The view is great, visibility is clear and the weather gods appear to be content with my offerings. The environment is exhilarating. This ain't no airliner!



You can really hear and feel the engines "talking" to us all the time. I'll admit that the B-25 exhaust system takes a bit of getting used to; then you remember that the **POPPING!** sounds are normal and there is nothing amiss in the power department. I had taken my flight jacket off on the ground since it had gotten pretty warm. Now I'm looking for it because my seat is directly in the path of the airflow coming in through the vent to the outside. It's fed by being placed directly in the airflow and so it's a bit on the cool side.

We've settled into cruising altitude, about 3000 feet, and headed north. Of course, the first part of the trip is over the urban areas but it is different to fly over them and have a chance to eyeball them from above at an altitude where you can actually make out details of interest. Don't know about the "Nose Rider" but we in the rear are having a ball. Lots of laughing, pointing and discussion. Only a couple of us knew each other before but that doesn't seem to matter.

Clear of the urban area, we drop down to about 1500 feet and the view is even better. The tree growth is still scattered because we're over farm land but the amount of foliage is increasing with every minute. With the increase in trees, the colors begin to really show. The color change is not at its peak but is still truly beautiful. There are greens, reds, yellows, and orange woven into a beautiful mosaic by Mother Nature. The fact that on many of the farms amid the cleared land there are "islands of trees" gives an interesting effect. These islands of color really stand out from the dull cleared land. In addition, the aerial view shows how Michigan is indeed a land of many lakes.

These islands of color really stand out from the dull cleared land.

Not the least of the benefits of the flight is the conversation on the flight deck. Ken Chio is a man of diverse background and he provides us with some interesting facts and details about things from his experience in real estate as we approach some of the better known and more expensive vacation areas.

Wow, there's the "Big Mac." We're at the Straits of Mackinac, a truly magnificent view. I've never seen the bridge from the air before. The view is breathtaking and makes you appreciate what it took to build the bridge. We turn to the south and after a while the flight deck crew points out some cranberry bogs off to our left. That's another new thing for me to consider: I never knew that Michigan grew cranberries. Oscoda appears and the crew decides to make a low pass over the old Wurtsmith Air Force Base. Initially they have some difficulty raising anybody there but finally get through. We make our pass but I've never been here before and unsure where to look for the YAF facility and so don't know if anyone was around from our Wurtsmith Division there to see us.

We return to our cruising altitude and continue our trek home. Selfridge control is contacted and we head for the water. Over Lake St. Clair I'm super enthusiastic. There are a slew of boats visible including lake freighters and I love ships. The picture the freighters present is terrific. But I didn't bring binoculars or any of my ship identification books so I can't say for sure who any of them are. Now we're switched over to Detroit Control, asked to climb to 3000 feet and we do.

The Detroit area is really interesting. We're over toward the Canadian side and have a really good view of the Motor City. However, I'm more impressed by the number of small boats out in the Detroit River. As we continue downriver, you can see all kinds of channels and small islands with boats anchored all over. I'm not knowledgeable enough about the area to know whether they are fishing or just sunning and enjoying themselves but it's sure an interesting picture.

Here comes one of the things I've been looking forward to: one of the old Bob-Lo boats, the *Ste. Claire* comes into view. Unfortunately I can't really make out any details regarding her condition. Still it is nice to see that she's still there and has not been scrapped yet.

Now it's time to turn for Willow Run and home. It's been an absolutely great day and flight. We proceed to the airport and Elly makes a great landing. Then we're at the YAF ramp and it's engine shutdown time. So at 1630 (4:30 PM) an absolutely great experience comes to an end. Can't wait 'til next year!!

BETTER LATE THAN NEVER *by **Jeff Haddick** for **my Dad***

I've been meaning to write this for quite awhile now. Five years ago, I had the experience of a lifetime with my Dad. We took a flight in the Yankee Air Force B-17 together. It was an experience that I will never forget. Thanks to the Yankee Air Force and a little blind luck, I was able to experience something that I had only dreamed of up until the day we took that flight. My Dad was a B-17 pilot in World War II. He was shot down over Germany on his 23rd mission in June of 1944. Growing up I had listened to many of my father's stories about the war. But as a kid, I had no appreciation for what he went through, what his contribution to our country was or the impact that WW II had on the world today. But as I grew older, I began to realize and appreciate just how significant that war was and how ordinary guys ended up doing some very extraordinary and heroic things. When I was older (four years after college) I went to various air shows and prisoner of war gatherings with my Dad. We tried to see any B-17 that we could. Apparently there are only about a dozen of them still airworthy and another dozen or so on display in various museums. I dreamed of somehow being able to fly in one someday, but usually dismissed the thought, since the odds of such a dream happening were very unlikely.

However, as blind luck would have it, I was at the Lorain County Air Show with my Dad in the summer of 1998 when we saw the *Yankee Lady* on display. A small sign that was hung from the fuselage held the key to the fulfillment of that very dream. The sign said that B-17 passenger flights were available. I inquired and found out that the B-17 was going to be back in the area in a few weeks. I promptly followed up on the opportunity, got the information I needed and then talked my Dad into doing it. I knew before we even made the trip that it would be my fondest memory of my Dad. I took a video camera and brought one of my friends to help film the event. This was the first time in over 50 years that he was again able to fly inside a B-17. We joked that he would now be able to "complete" his last mission.

You see, he never returned home from his 23rd mission in 1944. He was on a bombing raid to Berlin when his plane was shot down. I heard the story many times and, if I could, I'd like to hear it many more. It's so rare to hear someone talk about something that extraordinary. It's even more amazing when it happens to be your Dad's story. Apparently his plane was shot up pretty bad. Some of the crew was killed in the plane. It was on fire and starting to spin out of control. Anyone still alive was bailing out. My Dad and the co-pilot struggled to the bomb doors (which were open). They said some last words and then both men bailed out. That was the last time my Dad ever saw his friend. The German villagers beat him to death shortly after he landed. Wind, a sticky chute (that almost didn't open) and fate took my Dad's parachute in another direction. When he landed on the ground he was also surrounded by a group of local villagers. They roughed him up pretty bad and then they attempted to execute him. Fortunately, the German Gestapo arrived before they were able to kill him. His interrogation lasted three days before he was sent to Stalag Luft III. This was the camp from which *The Great Escape* took place. He arrived sometime after that incident. In the winter of 1944, the entire camp was evacuated. 10,000 prisoners were marched single file in freezing cold conditions for 3 days and nights. They were then loaded into box cars where they were taken by train to Stalag 7A. Several months later he and the rest of the prisoners were liberated by General Patton's army. It's still amazing to me that my Dad actually experienced these events.

Over the years it was obvious that the B-17 Fortress was something special to him. His eyes lit up every time we saw one on display or witnessed one in flight at an air show. But a miracle happened on August 8, 1998. We joined the Yankee Air Force crew and for the better part of an hour we flew in the *Yankee Lady.* The sky was clear and the experience was simply indescribable. I informed the crew that he was a former B-17 pilot and they let him sit in the co-pilot's seat for part of the flight. At that moment, my Dad was 50 years younger. I know that's how he felt and I've got the pictures and video to prove it. After we landed, he was full of energy like I hadn't seen in years. It was like magic. After all, at that time he was approaching 80! I wish I could somehow personally thank the crew. As soon as we got out of the plane, they were getting it ready for another flight. I'm sure they made a lot of other people happy that day, too.

I can't tell you how wonderful the experience was for me and for my Dad. My Dad was able to relive a time from his youth and experience the glory of flying in a B-17 one last time. I was able to be a part of that experience and, as a result, I have a much better understanding and appreciation of what some of it was like. The experience was simply unbelievable. It was a once-in-a-lifetime event and I can't thank you enough for making a dream come true. This is truly a great thing that the people of the Yankee Air Force do! Please keep the *Yankee Lady* flying!

Many thanks from Parma, Ohio,
Jeff (son) and ***Frank*** (Dad) ***Haddick***

Looking for a photo we posed for as we exited the *Yankee Lady* that summer day in 1998. Please e-mail me:
jjhaddick@netzero.net

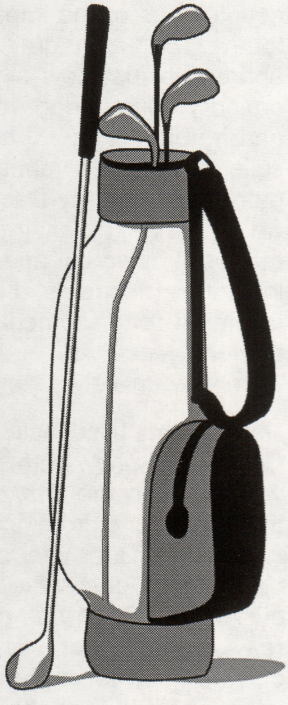
GOLF WAR 2003 A BIG SUCCESS

by **Dave Steiner**

The **2003 Yankee Air Force GOLF WAR** held September 11th at *Pine View Golf Course* (formerly McEnnan Airfield) south of Ypsilanti was a resounding success and a lot of fun. We even had a flyover by the MATS Constellation!

The players enjoyed perfect weather and close to $1000 was raised for Yankee Air Museum. Everyone who participated received some sort of event award (longest drive was 300 yards!) or door prize, including passes to Yankee Air Museum and gift certificates for our Museum Store.

GOLF WAR players relax in Pine View clubhouse before prizes are awarded.



Thanks to all the players and sponsors and special appreciation to *Feigley Buick Oldsmobile* in Milford for providing the special **YAF GOLF WAR 2003** golf balls and lunch at the turn. Rich Steiner arranged the door prizes for tee times at University of Michigan's *Radrick Farms Golf Course.*

Please patronize our sponsors and thank them whenever possible for helping to make the day a resounding success. We can't wait until next year!

We have scheduled **GOLF WAR '04** for Thursday, September 9th.
Door prizes may include one B-17 and one B-25 flight experience ride!

Our Wurtsmith Division golf outing will be next June. Check their link at ***www.yankeeairmuseum.org***.

YANKEE AIR FORCE *GOLF WAR* SPONSORS 2003

Please patronize or thank our sponsors and donators whenever you can!

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Tiffany Pinter is a YAF scholarship recipient

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YAF member
Tee time at *U of M Radrick Farms Golf Course*

Dean Krauskopf
YAF member

Dave Steiner
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Keep 'em flyin' long and straight

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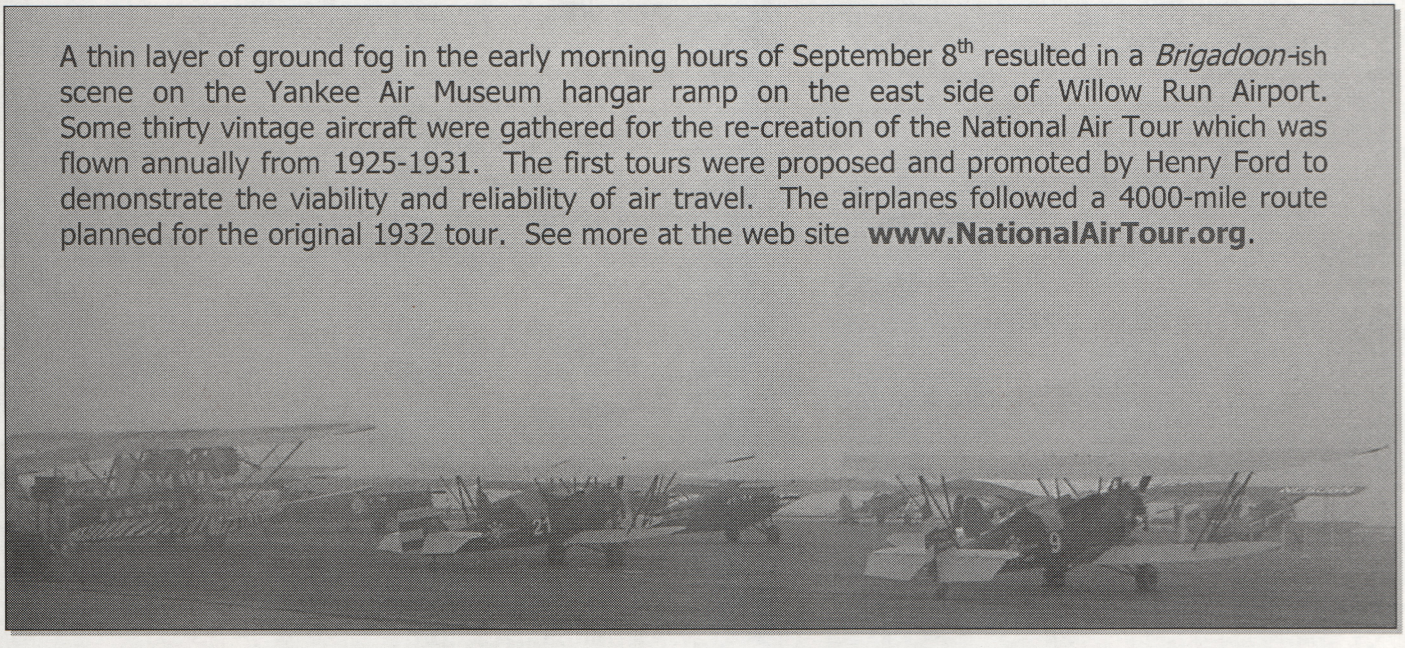
Generously provided our
YAF GOLF WARS 2003
GOLF BALLS
and LUNCH AT THE TURN

2003 NATIONAL AIR TOUR
STARTS AND ENDS AT YANKEE AIR MUSEUM
WILLOW RUN AIRPORT (YIP)

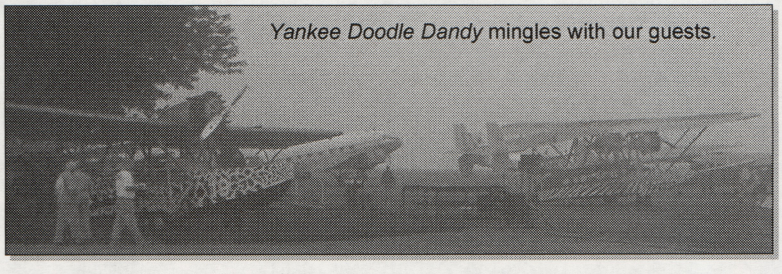
Story and photos by ***Dave Steiner***



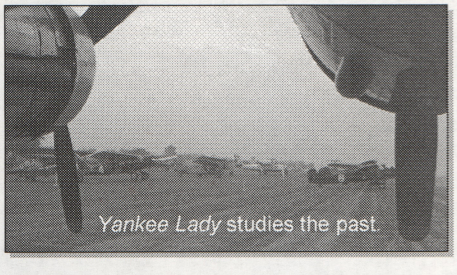
A thin layer of ground fog in the early morning hours of September 8th resulted in a *Brigadoon*-ish scene on the Yankee Air Museum hangar ramp on the east side of Willow Run Airport. Some thirty vintage aircraft were gathered for the re-creation of the National Air Tour which was flown annually from 1925-1931. The first tours were proposed and promoted by Henry Ford to demonstrate the viability and reliability of air travel. The airplanes followed a 4000-mile route planned for the original 1932 tour. See more at the web site **www.NationalAirTour.org**.

After a pilot briefing, followed by remarks from tour director Greg Herrick, Charles Lindbergh's grandson Erik (an accomplished pilot) and Henry Ford's grandson Edsel Ford II, the radial engines on this extraordinary group of classic airplanes were started (with a couple exceptions) and ready to go at 0900. The plan was to fly east for some touch-and-goes in Dearborn, Michigan, at the Ford Proving Grounds, the location of Ford Field (now closed) where the original tour began. After their "bumps," the instructions included "pick up the highway and follow that due west to Kalamazoo." Who needs GPS? Alas, the hazy conditions and heavy traffic around the Class B airspace at Detroit Metropolitan Airport (DTW) prevented an on-time departure and the aircraft were not able to leave until approximately 1030 when Edsel Ford II waved the official starter's flag just as his grandfather had done. Due to the delay, the flights to Dearborn had to be scratched and, led by the Ford Tri-Motor, the aircraft made their way to Kalamazoo (AZO).

On September 24th the touring planes returned to Willow Run, perhaps the most historic collection of treasured flying machines ever to grace the grounds of *Ye Olde Yankee Aerodrome*.



Yankee Doodle Dandy mingles with our guests.



Yankee Lady studies the past.

Last spring Yankee Air Force was contacted by the Hamburg, Germany, television station **NDR** Fernsehen (the German equivalent of America's PBS Public Broadcast Service) in connection with a proposed video to be entitled **NDR — Dokumentary on the Air War 1939-1945**.

The film is to consist of three parts, the second part being about U.S. Army Air Forces heavy bomber raids on Germany. In the agreed contract, the German film crew bought a one-hour flight in August and two days of still-shooting inside and out of the *Yankee Lady*. In addition, they also had access to the Yankee Air Museum and conducted lengthy interviews with YAF members who had flown bomber missions over Germany and Austria.

In October 2003, **Dick Bodycombe** received this letter from Florian Huber with NDR.

Our YAF linguists helpfully explain:

Fernsehen is the act of watching television

Norddeutscher Rundfunk means North German Radio

Ihr & *Unser Zeichen* are Your & Our Signature

Durchwahl is Direct Dial

Dokumentationen is a department of documentary production

Yankee Air Force Flight Operations will keep in touch with Herr Huber, and if an English version of this video is produced, we will certainly try to acquire a copy for our YAF Library!

NDR Fernsehen

Norddeutscher Rundfunk
Hugh-Greene-Weg 1
22529 Hamburg
Telefon (040) 41 56-0
E-Mail info@ndr.de
www.ndr.de

Norddeutscher Rundfunk | NDR Fernsehen | 22521 Hamburg

Maj. Gen. Richard Bodycombe Usaf
2110 Devonshire Road
Ann Arbor, MI 48104-4060
USA

Ihr Zeichen	Unser Zeichen	Durchwahl	Fax	E-Mail ...@ndr.de	Datum
	fh	4781	7035	f.huber	06.10.03

NDR-Dokumentary on the Air War 1939-1945

Dear Richard,

After flying the old B-17 perfectly safe for our film crew, you also were so kind to give us an interview and, along with it, to let us take along two pictures of our WWII period. We now finished working on them, so that I can give them back to you - hopefully in as good a shape as you remember them to be.

As to the progress of our big 3-part series on the bomb war, we have still some way to go with editing and post-production. I think we may finally be broadcasting by June 2004. Anyway, I will keep you informed. By the way, there also is a chance that we produce an English version, since there is some interest on the British and/or American market.

Thanks again to you and all the best

Florian Huber

Florian Huber
NDR Dokumentationen

The Room 216 Report

*by **Jon Stevens** L 4172 WR*

One of the more interesting aspects of my job is reading the mail. While the mail is much more positive than negative, every once in a while, an item comes in that stops me in my tracks. This month, I'd like to share two items with you: one positive, and the other one not so positive.

This year's Air Display, *Thunder Over Michigan,* generated some wonderful comments, letters and e-mails. Here's the only negative one, complaining about the appearance of retired Luftwaffe Lt. Gen. **Günther Rall** at this year's symposium. Because it contains an ethnic slur, only the writer's initials will be used here.

Mr. Stevens,

My son and I became YAF members by accident (B-17 ride) in Sept of 2002. I renewed this year by choice.

I'm discouraged by the fact that you saw fit to include this Nazi in this Wonderful event. What were you thinking?

*Then there's this disgusting article by Ms. Imus. How she "*listened with an open mind*" while the Nazi told about his 275 missions. Did he tell you how many Americans vs. British he killed? How many civilians? How many field hospitals he hit?*

Why would you give equal billing to a Nazi and Chuck Yeager or Bud Anderson?

I believe in forgiveness for anyone who repents. I'm sure that this Nazi didn't know any better when he was killing our fathers.

Forgiveness aside, Nazis, Japs, Russians, Chinese, Arabs and anyone else who have been sucessful [sic] *killing Americans have no place in the limelight.*

[Signed,] ***KK***

Attached to this letter was a note, with the following question: *How many C-47's [sic] full of our father's [sic], uncles, brothers did your guest of honor shoot down?* Below is my response:

KK,

Frankly, I found it interesting that you can actually write about forgiveness, and then apparently forget the meaning of the word.

As we all know, war is legally sanctioned mayhem. Few combat veterans come home from it glad to have had the experience, let alone discuss it. The few such experiences that my own father shared with me about combat in France and Austria during the last few months of the war certainly taught me that very early on.

At the same time, though, if you had been at the event—let alone read General Rall's book—you would know that he has known General Yeager and Colonel Anderson for many years, that the three of them are friends, and that both he and Colonel Anderson had been our guests at our first symposium in 1999.

Simply put, if our other two guests, as well as our own Chief Pilot **Dick Bodycombe** (who flew B-24s during the war), were not offended by his presence, why should you or I be?

Obviously, he didn't offend the NATO high command, because General Rall was one of the driving forces in re-creating the Luftwaffe *10 years after the war ended.* General Rall played significant roles in two Luftwaffes—the one led by Hitler and Göring as our enemy, and the one re-created in the mid 1950s as our ally. From where I sit, denying this man the opportunity to again share his experiences with us would have been foolish and wrong.

Our museum's job is to present history as it happened. With our symposium series, we endeavor to feature people who played significant roles in aviation history. In bringing together these three WW II aces, I feel we succeeded very well.

[Signed,] **Jon**

The other note I'd like share with you is part of an e-mail (which followed up a telephone call) from **Kimberly Hansen**, who lives outside of San Francisco. Her late father, Lt. Col. **Carl Hansen**, USAF (Ret.), flew as navigator to early YAF member **Joe Slavik** during World War II.

(EDITOR'S NOTE: 1st Lieutenant Joseph F. Slavik was an 8th Air Force pilot based in Ridgewell, England with the 381st Bomb Group, 534th Bomb Squadron. He flew 35 missions in B-17s from July to December 1944. He and his brother, Stephan F. Slavik, were YAF benefactors and instrumental in acquiring our B-17G *Yankee Lady*. In Joe Slavik's honor, we display the 381st Bomb Group **L** inside the 1st Air Division triangle on the tail of the *Yankee Lady* and each insignia of the four squadrons of the 8th AF on the nose.)

Excerpted, Kimberly writes:

Hi Jon,

It is wonderful to know that there are others that share the same passions about preserving history.

Thank you so much for all your help. Here is the information you requested about my father Carl Hansen's BG and BS. I really appreciate the assistance in connecting with any remaining crew members and/or their families to share photos, etc.

I would really like to hear from the Slavik family as well since I know my father and Joe Slavik were in touch with each other.

The other crewmembers she refers to are **Oscar Holm** (co-pilot), **Dick Knight** (bombardier), **Maynard Voss** (engineer), **Andrew Karki** (radio operator), **Joe Corbert** (ball turret gunner), **Harold Gilstrap** (right waist gunner), and **Merle Bothan** (tail gunner).

If you know anything about these men, please let me know, and I'll pass the information along to Kimberly.

Until next year, all of us at Willow Run wish you a happy and safe holiday season!

If you've got anything you'd like to discuss, please feel free to call me:
(248) 353-3384
or e-mail me:
jon_stevens_77@worldnet.att.net.

UNTIL NEXT MONTH, LET'S KEEP TALKING AND KEEP 'EM FLYING!

Junior AFROTC Cadets Adopt the Stinson Reliant

A group of seven cadets of the Junior AFROTC unit from Willow Run Community Schools visited the Yankee Air Force on Monday, 20 October 2003. The Junior ROTC unit at the local school has "adopted" our Stinson V-77 *Reliant* and will assist in washing, cleaning, and taking care of the aircraft. Retired USAF Colonel Pete Buley is head of the Junior AFROTC unit at Willow Run High School. Col. Buley contacted the museum recently and asked if there was some way his unit could assist the Yankee Air Force and at the same time participate in the 60th anniversary of the Willow Run Bomber Plant. The cadets' first visit in October consisted of a demonstration of a Stinson pre-flight "walk-around" by Stinson Chief Pilot **Ray Hunter**. Each cadet also participated in a cockpit challenge-response demonstration of checklist accomplishment during pre-start, after-start, engine run-up, and before takeoff. During the time each cadet was in the Stinson cockpit, the others received a detailed briefing and tour of the B-17 conducted by YAF member **Dan Tomczak**. Pictured in the back row (LEFT TO RIGHT) are Col. Buley, Jonathan Sherwood, Lonnie Santos, and Andrew Grabowski; in the front row (LEFT TO RIGHT) are Stephanie Woody, Renee Wilson, Ana Powdhar, and Sabrina Jones.

In Memory Of...

Lloyd Johnson

World War II veteran
and longtime friend
of Yankee Air Museum
has passed away.
We will never forget his
'Amazing Grace'
harmonica solo
at our special
Founders Day ceremony
in September 2001

Thank you,
***Don Messing** and **Sally Irving**,*
for taking care of the coffee and donuts during the National Air Tour! It meant getting up very early to pick up the donuts and start the coffee. Thanks again!

Cans to ¢a$h Factoid

Collecting soda and beer cans for deposit at the Air Display turned out to be quite worthwhile. In fact it turned out to be $113.80 worthwhile! That's 1,138 cans collected.

Special thanks to **Sally Irving** for helping to make this happen.

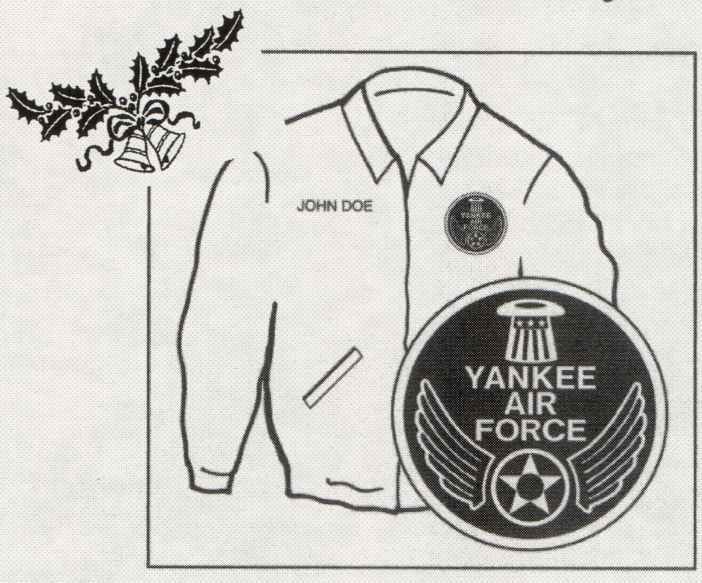
If you'll excuse the pun, YAF *can* use every penny!

Congratulations to the following Yankee members! Well done!

Jay Olheiser, B-25 crew chief, just received his A&P license from *Michigan Institute of Aeronautics.*

Steve Musselman, a museum docent, earned an engineering scholarship to *Purdue University*.

The Perfect Holiday Gift



This beautifully tailored navy blue jacket features the *Yankee Air Force* logo. The logo is 3.5" in diameter and is embroidered in four colors. The outer shell is water-resistant nylon. The inside of the jacket is lined with fleece, including the collar. Stretch knit cuffs and waistband ensure a comfortable fit. All the pockets, two outside, one inside, have zippers with pull tabs.

This quality two-season jacket sells for $115.00. As a member it's yours for $89.00. Michigan residents must add $5.34 sales tax. Our special low price includes UPS delivery. If you want to personalize the jacket we will embroider a name using red thread at no extra charge. Don't wait until the last minute. Allow 2 to 3 weeks for delivery. Please print all information legibly.

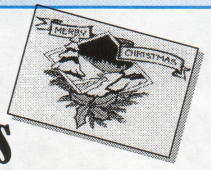
Name _____
Address _____
State _____ Zip Code _____
Telephone Number ( ) _____

Circle the size you want: Men's Large Men's XL Men's 2X

The name you want embroidered (optional): _____

Make your check payable to the **Yankee Air Museum.** The amount payable must be $89.00 or $94.34. Mail your check and this form to:

Holiday Mail Order Jacket
Yankee Air Museum Store
P.O. Box 590
Belleville, MI 48112-0590



CONNIE'S CORNER

by
Connie Kosek

Bob Hope & Joe Doolittle, wife of Jimmy Doolittle, share a fan letter after an appearance together during World War II.

from I Could Never Be So Lucky Again, the autobiography of General James H. Doolittle with Carroll V. Glines

Thanks for the memory
Entertaining our GIs
While bombs burst in the skies,
For cheering up the wounded,
Some you knew were gonna die,
We thank you so much.

Thanks for the memory
Of putting out your wish list,
Visiting GIs at Christmas,
For your funny songs and dances,
And comedy romances,
We thank you so much.

Thanks for the "Road to..."
movies...
They were cute and so amusing.
We won all the wars,
With the help of Crosby, Hope
and Lamour.

Thanks for the memory.
We know you're now Upstairs,
Meeting Jimmy, Gene Kelly,
and Astaire,
To entertain in Heaven
'til all of us get there,
We thank you so much.

Merry Christmas to all! Ahhhhh … Christmas … a time for love of mankind, family and holidays past. I remember the Thanksgiving Day Parade in downtown Detroit, where Santa Claus came to the *J. L. Hudson* department store, reindeer and all. Santa stayed there until Christmas Eve. Those were such great holiday memories for me. However, this Christmas 2003, I cannot help but think of Bob Hope and so many wonderful memories of him entertaining our service men and women through the years of war and peacetime.

After World War II began in 1941, Bob Hope started doing his weekly radio shows from various service camps in California. He started his show by saying, "Hello*!* This is Bob *Camp Pendleton* Hope" or "Hi*!* This is Bob *Camp Hahn* Hope." His cast usually included sidekick Jerry Colonna, comedians Brenda & Cobina, Martha Raye, singer Frances Langford, and Les Brown & His Band of Renown.

As World War II progressed, Bob realized the need to go overseas at Christmastime to entertain GIs who were so many miles away from home, their girlfriends, wives and families. Hope was joined by Bing Crosby, his usual troupe of entertainers, and movie stars like Lana Turner, Ann-Margret, and many Miss Americas, just to list a few. They did indeed lift everyone's spirits and morale was at an all-time high.

Many times while Bob Hope was on an overseas outdoor stage you could hear bombs and gunfire going off close by. Hope would make a joke about it even though they were in harm's way. After the show, Bob Hope would visit the camp hospital to entertain those who couldn't make it to the show outside. He would personally visit each wounded patient. Hope never won an Oscar during his film career, but was playing the role of his life holding back his tears while putting smiles on war-weary faces.

Hope went on through the years and the wars that followed in Korea, Vietnam, and the Middle East doing what he did best, making everyone laugh.

Bob Hope was a great guy, who lived to reach 100 years of age in May 2003. I will especially remember him at Christmas. I'm picturing him now, in Heaven shaking hands with all the GIs who died during the wars, thankful he's there to see them again. Please sing these new lyrics with me to the tune of Bob Hope's theme song *Thanks for the Memory.*

Merry Christmas, **Bob**, with "**Hope**" for the New Year*!*

Museum Store Christmas Sale

November 28-December 28

25% Off!

Members must present valid ID membership card with them at time of purchase

Join Us!

CHRISTMAS PARTY

Saturday, December 13, 2003

6 PM in the YAF Meeting Room

We'll have the HAM and TURKEY.
Soft drinks, coffee, tea & hot chocolate
will also be provided.

Bring a side dish to pass:
bread, fruit or vegetable trays, salads,
casseroles, mashed potatoes and gravy,
or your favorite dessert.

Bring only one guest per member, please.

Be real good ...
Santa Claus will be here
with some great door prizes!

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